RESPONSE AND REMARKS

SPECIFICATION

Amendments to the specification are submitted herewith to make minor corrections to the specification; no new matter is added.

Section 102(b)

In the Office Action, the Examiner rejected Claims 1-6, 8-13, 15-20, 22-27, 29-34, 36-41, and 43-57 under section 102(b) as being anticipated by Nicholls et al. (U.S. Patent No. 5,485,369) ("*Nicholls*").

Section 103(a)

In the Office Action, the Examiner rejected Claims 7, 14, 21, 28, 35, and 42 under section 103(a) as being unpatentable over *Nicholls* in view of Kara et al. (U.S. Patent No. 6,233,568; "*Kara*").

REMARKS REGARDING SECTION 102(b) and Section 103(a) REJECTIONS

The Examiner's rejections under Section 102(b) and Section 103(a) have been carefully considered. Claims 8-57 have been cancelled; Claims 1-7 have been amended to more distinctly claim the claimed invention; new Claims 58-83 have been added. It is respectfully submitted that none of the cited references, whether considered alone or in combination with any other reference of record, disclose or suggest all of the limitations of amended Claims 1-7, and new Claims 58-83.

For example, it is respectfully submitted that none of the references cited by the Examiner, whether considered alone or in combination with any other reference of record, disclose or suggest all of the limitations of amended Claim 1. Amended independent Claim 1 is directed to a shipping management computer system that is programmed to:

> (A) receive, via a first remote user client computer device of a plurality of-remote user client computer devices, a first input from a first user associated with the first remote user client computer device, said first

input comprising a first set of parcel specifications for a first parcel, wherein the shipping management computer system is operable to associate a first user-specific origin identifier ~~is~~ with the first user, wherein the first user accesses the shipping management computer system via a global communications network via the first remote user client computer device, wherein the first remote user client computer device is adapted for communication via the global communications network, and wherein the first set of parcel specifications comprises a first set of physical dimensions of the first parcel and a first physical weight of the first parcel; and

(B) in response to the first input:

(1) apply a respective set of carrier-specific dimensional weight calculation rules, for each respective carrier of a plurality of carriers, to the first set of parcel specifications to calculate a respective carrier-specific dimensional weight according to the first set of physical dimensions of the first parcel in view of the first physical weight of the first parcel; and

(2) apply a respective set of carrier-specific billable weight rules, for each respective carrier of the plurality of carriers, to the first set of parcel specifications to determine a respective carrier-specific billable weight of the first parcel for the respective carrier, wherein the respective carrier-specific billable weight of the first parcel for the respective carrier is selected from a group consisting of: the physical weight of the first parcel, the respective carrier-specific dimensional weight of the first parcel for the respective carrier calculated in step (B)(1), a respective carrier-specific oversize weight of the first parcel, and a respective carrier-specific letter weight.

One advantage of a shipping management computer system according to various embodiments of the system claimed in amended Claim 1 is that such embodiments allow a user of such a shipping management computer system to

input parcel specifications for a parcel; such embodiments then apply a respective set of carrier-specific dimensional weight calculation rules to calculate, for the user's input, a respective carrier-specific dimensional weight for each carrier of a plurality of carriers and to apply a respective set of carrier-specific billable weight rules to determine a respective carrier-specific billable weight for each carrier of the plurality of carriers.

New Claim 78 is directed to the shipping management computer system of Claim 1 further programmed to:

> (C) identify each respective carrier of the plurality of carriers that would support shipping the first parcel according to the respective carrier-specific dimensional weight of the first parcel for the respective carrier calculated in Step (B)(1), and according to a respective carrier-specific dimensional weight limitation for the respective carrier;
>
> (D)) for each respective carrier that would support shipping the first parcel, for each respective delivery service of a plurality of delivery services offered by the respective carrier, calculate a respective service-specific, carrier-specific shipping rate for shipping the first parcel using the respective carrier-specific billable weight determined for the respective carrier in Step (B)(2); and
>
> (E) generate an online comparison display to a first display monitor operable with the first remote user client computer device, wherein said online comparison display comprises an indication of each respective service-specific shipping rate for shipping the first parcel calculated in Step (D).

It is respectfully submitted that none of the references cited by the Examiner, whether considered alone or in combination with any other reference of record, disclose or suggest all of the limitations of new Claim 78. One advantage of a shipping management computer system according to various embodiments of the system claimed in new Claim 78 is that such embodiments allow a user of such a shipping management computer system as claimed in amended Claim 1 to input parcel specifications for a parcel; such embodiments

then apply a respective set of carrier-specific dimensional weight calculation rules to calculate for the user's input a dimensional weight for each carrier of a plurality of carriers and apply a respective set of carrier-specific billable weight rules to determine a billable weight for each carrier of the plurality of carriers; such embodiments then use the respective carrier-specific dimensional weights calculated in Step B(1) to determine whether the respective carrier would support shipping the parcel and use the respective carrier-specific billable weight determined for the respective carrier in Step (B)(2) to calculate shipping rates for shipping the parcel; such embodiments then generate an online comparison display of the calculated shipping rates for carriers that would support shipping the parcel.

CONCLUSION

In view of the foregoing amendments, and for the foregoing reasons and authorities, Applicant respectfully submits that the invention disclosed and claimed in the present application, as amended, is not fairly taught by any of the references of record, taken either alone or in combination, and that the application is in condition for allowance. Accordingly, Applicant respectfully requests reconsideration and allowance of the application as amended herewith.

Respectfully submitted,

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